



**Main Office**

818 West Seventh Street  
12th Floor  
Los Angeles, California  
90017-3435

t (213) 236-1800  
f (213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

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**Orange County Transportation Authority:** Lou Correa, County of Orange

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

## MEETING OF THE

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

**Thursday, March 15, 2007  
10:00 a.m. – 12:00 p.m.**

**SCAG Offices  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
San Bernardino Conference Room  
Los Angeles, CA 90017  
(213) 236-1800**

**Video Conference Location  
SCAG Inland Empire Office  
3600 Lime Street, Suite 216  
Riverside, CA 92501  
(951) 784-1513**

Agendas and handouts are provided at [www.scag.ca.gov/rtpac](http://www.scag.ca.gov/rtpac). If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Shawn Kuk at (213) 236-1831 or [kuk@scag.ca.gov](mailto:kuk@scag.ca.gov).

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## Agenda

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*Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee.*

PG # / TIME

### 1.0 CALL TO ORDER & INTRODUCTIONS

Ty Schuiling,  
SANBAG  
Chair

### 2.0 PUBLIC COMMENT PERIOD

*Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, **must fill out and present a speaker's card to the Assistant prior to speaking.** A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.*

### 3.0 CONSENT CALENDAR

#### 3.1 Approval Items

- 3.1.1 Approve Minutes of February 15, 2007  
*Attached*

Pg. 1

#### 3.2 Information Items

- 3.2.1 SCAG Regional Activities Relevant to RTP Development  
*Staff to provide a summary of what various other SCAG committees and taskforces have been doing.*

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### 4.0 DISCUSSION ITEMS

- 4.1 RTP Base Year System Gaps/Deficiencies  
*Continued discussion of system priorities including final results from SCAG's Base Year model results.*
- 4.2 Compass 2%/RTP Integration  
*Integrating the Compass 2% strategies with the Regional Transportation Plan.*
- 4.3 Transportation Finance  
*Presentation of the revenue model and finance issues for the 2008 RTP.*
- 4.4 Transportation System Preservation  
*Discussion of system preservation guiding principles, underlying issues and SHOPP considerations.*

Tarek Hatata,  
System Metrics

30 minutes

Mark Butala,  
SCAG

20 minutes

Annie Nam,  
SCAG

20 minutes

Tarek Hatata,  
System Metrics

15 minutes

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## Agenda

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### 4.5 Standing Items

4.5.1	<u>Growth Forecast</u> <i>Presentation of plan Base Line or "No Project" growth forecast.</i>	Frank Wen, SCAG	10 minutes
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### 4.5.2 Highways and Arterials

4.5.2.1	<u>CMIA Program Update</u> <i>Update from staff on the 2004 RTP Amendment including CTC approved projects and others.</i>	Naresh Amatya, SCAG	5 minutes
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4.5.3	<u>Non-motorized / TDM</u> <i>No report</i>		
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### 5.0 STAFF REPORT

*Report on the joint committees RTP Workshop held at SCAG on March 1, 2007.*

Web Link: <http://www.scag.ca.gov/past-new.htm>

### 6.0 ADJOURNMENT

*The next meeting of the Plans & Programs Technical Advisory Committee will be held at the SCAG Downtown Los Angeles offices on Thursday, April 19, 2007.*

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## Plans & Programs Technical Advisory Committee (TAC) Minutes

February 15, 2007

### *Minutes*

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THE FOLLOWING MINUTES ARE A SUMMARY THE PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE (TAC) MEETING. THE AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The TAC held its meeting at the SCAG offices in Downtown Los Angeles. The meeting was called to order by Naresh Amatya, SCAG RTP Program Manager.

#### **Members Present**

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Bhuiyan, Shefa	Caltrans-District 8
Diep, Deborah	CDR/CSU Fullerton
Gabbard, Dana	So. Ca. Transit Advocates
Huddlesston, Lori	LACMTA
Humphrey, Jack	Gateway Cities COG
Mitchell, Miles (Vice-Chair)	LADOT
Mootchnik, David	So. Cal. Commuters Forum
Nord, Gregory	OCTA
Pari, Ian	City of Santa Clarita
Schoetzow, Eileen	LAWA
Schuiling, Ty (Chair)	SANBAG
Shiomoto-Lohr, Gail	Orange County COG
Tsao, Jack	City of Los Angeles
Walecka, Carla	Transportation Corridor Agencies
Cheung, Bob	Katz, Okitsu & Associates
Hamilton, Jeff	City of Glendale
Lee, Frances	Caltrans-District 7

#### **SCAG Staff**

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Naresh Amatya	
Joe Carreras	
Mark Butala	
His-hwa Hu	
Keith Killough	
Shawn Kuk	
Annie Nam	
Chris Williges	System Metrics (consultant)
Tarek Hatata	System Metrics (consultant)
Bill McCullough	System Metrics (consultant)

1.0 **Call to Order and Introductions**

Naresh Amatya, SCAG, called the meeting to order in place of Chair Doug Kim. Introductions were made.

*Motion was made to nominate Ty Schuiling, Chair and Miles Mitchell, Vice Chair. Motion was seconded and unanimously approved.*

2.0 **Public Comment Period**

There were no public comments.

3.0 **Consent Calendar**

3.1 **Approval Items**

3.1.1 **Approve Minutes of November 16, 2006**

Members reviewed minutes and recommended the following changes; amend page 12 as follows "SCAG is currently using the old ~~RATM~~ RADM model as an overlay".

*Motion was moved, seconded, and unanimously approved.*

4.0 **Discussion Items**

4.1 **RTP Base Year System Gaps/Deficiencies**

Bill McCullough, System Metrics presented members with an overview of the preliminary needs assessment on freeway congestion based on the results from SCAG's new transportation model, PeMS and HICOMP data for the PM peak period. For each county, four of the worst congested corridors were identified. Committee members were presented with aerial slide shots that show traffic congestion within these corridors. These needs were identified based on the following performance measures; mobility, accessibility, safety, reliability, productivity, preservation, security, and air quality.

A question was raised as to the availability of data for weekend congestion. Mr. McCullough stated that as more information becomes available the data can be pulled and further analyzed.

An aerial photograph of the I-5SB segment from the 710 to the 605 was presented. PeMS data indicated delays around Washington Blvd. but significant truck traffic around the 605 IC can be observed in the aerial photograph. A TAC member commented that some of the truck traffic can also be found diverting onto the parallel streets perhaps as a way to avoid the congestion. Another comment was made about the presence of the Hobart Intermodal facility located relatively close to the 605 IC.

A question was raised about the AM peak period data. Mr. McCullogh stated that the data is available but has not yet been analyzed. Preliminary analysis focused on PM peak periods was felt to be a good starting point as there is a preponderance of delay during this period relative to others.

The 91 highway corridor through Orange County, as its most congested corridor was discussed next. Mr. McCulloch commented that although the analysis being presented was a snapshot of the Orange County 91EB segment, the Riverside 91EB segment was a continuation of the substantial delays through the 91EB corridor in general. Aerial photos of toll road 241 and the 91 managed tolling facility were presented. Mr. Schuiling commented that the 241 to the 91EB merging activity during the PM peak period creates significant congestion in this area. Travelers attempting to benefit from the 241 toll road can generally be observed backed-up all the way to the 91 tolling facility.

The 57NB between the 91 and Los Angeles County line was presented next as the second most congested corridor in OC. Delay around Orangethorpe was pronounced from the collected data. The 91/57 IC and the Diamond Bar/Pathfinder area in LA County also showed significant delays. Again, a larger, regional view would demonstrate that the congestion found on the 57 is not limited to the OC segment of the corridor. In that respect, Mr. McCulloch noted that how we define a “corridor” would dictate how we approach analyzing the delay data. Mr. Schuiling noted the bottleneck around the 57/60 IC. The issue seemed to be the way in which drivers attempting to merge to the 60 are required to weave through traffic. There was a question about whether or not the data being presented reflected the ongoing construction activity around the IC. Mr. Hatata responded that the modeling data does not take into account current construction activity. Mr. McCulloch added that delays incurred due to construction activity may be reflected in the calibration of the model as actual traffic counts and speed data is considered in the validation process.

I-5SB from the 405 to Alicia Parkway was presented next. The cause for delay in this area seemed clear as there is a drop-off from 6 to 5 lanes near Alicia Parkway. The traffic volume continuing SB past Alicia Parkway was observed as the cause. The 405NB from the 55 and the 22 was also presented. The issue observed here was the simultaneous merging from the 55 and the 71 onto the 405. PeMS data also alludes to bottlenecks on the adjacent surface streets (e.g. Beach Blvd.). A TAC member noted that there is a reduction from 6 to 4 lanes somewhere in the middle of this 405 segment.

From Riverside County, Mr. McCulloch presented the 91EB corridor continuing from the Orange County line to I-15 (perhaps extending out to McKinley). Consistent delay is found at McKinley. Data from Caltrans District 8 probe vehicles along with PeMS data all confirm the severe delays at McKinley. The 91 corridor extending EB from OC through Riverside makes up either the most or second most congested in the SCAG region. If you include the congestion found around Van Buren, the 91EB is the most congested. A TAC member commented that the HOV lane ends before Van Buren. Mr. Hatata asked whether there was a proposed extension of the HOV lane for this area. TAC members seemed to agree that there was a proposal to do so.

The 215/60 segment south of the 91 in Riverside, down to the SB/EB split was presented next. PeMS and HICOMP data show significant delays in this area as well, especially around Day St. 215NB the San Bernardino County line was also shown, but again with delays extending well into San Bernardino County.

In San Bernardino County, recent HICOMP data from Caltrans support model results for congestion found along the 1-10EB from the 1-215 to the SR-30, maybe even extending out to the 38. Mr. Schuiling noted that there was a widening project currently under construction eastbound starting at the 30. Mr. Schuiling added that the highway reduces from 12 to 8 lanes just east of the 215 and then down to 6 lanes further east, on the “edge of the map”.

Mr. McCullough presented the I-10 segment EB to I-15 as showing significant delay per model results. Mr. Schuiling commented that the worst congestion on the I-10 can be found from the 15EB. Modeling using 2003 data was noted as an issue in lieu of the fact that the 210 extension to I-15 was completed in 2003. That because of the traffic from the 210EB having to go through the 10 to get to the 215, this segment of the 10 between the 15 and the 215 (Fontana, Rialto, Colton) is currently the most congested in SB County. Mr. Schuiling added that the 210 extension to the 215 should be opening toward the end of this year. And according to modeling work done by SANBAG, the scheduled 210 extension is projected to provide relief for about eight years upon completion.

Next from SB County, the continuation of the 215NB from Riverside County was presented. Again, a regional level assessment of the 215NB corridor extending from Riverside to SB County would probably result in establishing this corridor as a high priority.

Again in SB County, on the 15SB headed toward Riverside County, PeMS picked up significant delay around Jurupa, just before the 60. Mr. Schuiling noted presence of the Ontario-Mira Loma warehousing district nearby. He also stated the district’s relevance with the goods movement traffic from the ports.

Mr. McCullough concluded his presentation by requesting additional feedback from the advisory committee. He welcomed any suggestions or feedback and asked members to consider future conditions. He also stated that the AM model was not carefully analyzed other than taking a quick glance to see if it corresponded with some of the HICOMP and PeMS data that is available. Preservation needs for the various counties and cities would also need to be developed. Data from the transit operators would need to be further assessed as well. Mr. Hatata explained that SCAG would be depending on the counties to provide input/data for arterials, surface streets, and transit as was the practice with previous RTP’s. Productivity and safety data are also on the horizon. The availability of data from loop detection would be a key in assessing productivity. Mr. McCullough noted that SB and Riverside counties have sparse detection and may yield limited data.

A note was made about not including Ventura County in today’s presentations.

TAC member asked if the congestions analysis would be limited to four corridors per county. Mr. McCullough stated that only four areas were chosen based in order to begin the dialogue but it will not be limited to four areas in the final assessment.

Mr. Mootchnik, Southern California Commuters Forum asked if a follow up would be provided to the committee members showing what happens to the sections of road in the 2030 timeframe as well as a comparison between conditions now to conditions in

2030. He also asked if any arterials would be added to the needs assessment in regard to traffic load. Mr. Hatata, System Metrics said that there are a limited number of arterials that are included in the SCAG model but the focus is on highways. However, PeMS and HICOMP data will not be available for cross referencing with modeling results.

Ms. Diep, CDR/CSU Fullerton requested that the presentation be e-mailed to all members in order to circulate it amongst their peers for additional feedback. It was also requested that the presentation be noted that the modeling results were based on 2003 data and also to annotate with current or scheduled construction dates and potential relief impacts for specific segments presented today. Ms. Diep also requested some mention be made of the intent to not limit the system deficiencies analysis to just four corridors for each county.

Mr. Amatya, SCAG added that this information is only a starting point in order to continue with the needs analysis. He emphasized the need for a consensus from the stakeholders in terms of identifying the “big ticket” items. Mr. Amatya added that once a Base Line model is in place, the committee can begin looking at what the implementation of the new project scenario will yield in 2035.

Ms. Shiimoto-Lohr, Orange County COG asked if SCAG is independently discussing this item with all of the county transportation commissions (CTC’s) or if this (P&P TAC) was the forum by which the access to and discussion with the CTC’s and their boards is going to be conducted. Mr. Amatya stated that this was the forum for all of the CTC’s and additional conversations would be addressed as needed

Mr. Gabbard, Southern California Transit Advocates suggested that multiple scenarios be addressed i.e. what would happen if congestion pricing was done. Chair Schuiling added that this would address the issue of whether or not the Regional Transportation Plan (RTP) has a real performance objective in mind. If so, there are various ways to achieve it and they will cost different amounts of money depending on what the focus is. If the objective is to minimize delay, congestion pricing is a great way to do it and if elected officials buy into that objective then it follows logically that it should be part of the discussion.

Mr. Amatya, SCAG stated that congestion pricing and related financial considerations will be discussed at the RTP workshop planned for elected officials on March 1<sup>st</sup> which is the day of SCAG’s policy committee meetings. The policy committee meetings will be shortened in order to have an hour-and-a-half long workshop focusing on these transportation finance issues.

Chair Schuiling stated that this item deserved further discussion and the committee agreed to continue the discussion at the next meeting.

#### 4.2 RTP Base Line Revenue Model

Chris Williges with System Metrics Group provided the committee with an update on the financial forecasting as well as an overview of the financial model. There are two pieces to the financial forecasting; a cost component and a revenue component. Mr. Williges’ presentation was focused on the revenue component and included a demonstration of the draft revenue model that is being developed for the RTP update.

On the cost side, staff has sent out requests to each of the county transportation commissions for project data and has received project data from the Regional Transportation Improvement Program (RTIP) and the Long Range Plans. In terms of developing a Base Line, it has been difficult to determine which projects are Base Line projects. Staff is currently sorting through the project cost list and when ready, a comparison to the project revenue model will be done to find out how we stand as a region in terms of cost and revenue.

Mr. Williges stated that the 2004 RTP revenue forecast was in 2002 dollars, with 75% being local funding, and state and federal funding only making up about 25%. Much of this balance has to do with local sales tax measures which make up a good component of the funding within the region. In developing the model, primary funding sources were identified in the region and distinguished between local, state, and federal sources. The following sources were identified:

- Local sources include: Local Sales Tax Measures, Transportation Development Act, Gas Excise Tax Subvention, Farebox Revenue, Highway Tolls, Mitigation Fees, and other local funds.
- State sources include: State Transportation Improvement Program, State Highway Operation & Protection Program, State Gasoline Sales Tax, State Transit Assistance Fund, Proposition 1B, and other state funds.
- Federal sources include: Congestion Mitigation Air Quality, Regional Surface Transportation Program, FTA Formula, FTA Discretionary, and other federal funds.

The primary sources were identified based on the different types of revenue generation mechanisms. These sources were generated by retail sales on all items, sales tax on gasoline, excise tax, or developer fees. Each of the sources will be identified by dollar amounts, county, and year. An example forecast was shown from the slide presentation for one of these revenue sources for each of the years between FY04/05 and FY35/36 which is a 30 year period. The forecasts provided by the county transportation commissions will be used for the forecast. The assumption here is that data provided by the counties are coming from the most appropriate source. However not all counties forecasts for every revenue source are not forecasted through the entire RTP period. The model looks at all of the revenue sources together and make sure that the revenue assumptions are consistent across the region and to fill-in data where needed so as to avoid any holes.

System Metrics Group (the consultants) first collected a series of historical data from available published sources thereby establishing the initial parameters based on past experience. Being mindful that past experience may not be an accurate basis for measuring the future, we have set up the revenue model so that some of these basic parameters can be manipulated to reflect the input from TAC. Comments were made about the difficulties of clearly understanding various public revenue mechanisms and their subsequent funding distributions. Another issue has been different publications of the same revenue source for the same year sometimes report different figures.

Our initial forecast based on historical data was compared to each of the county forecasts. Projections were made when county forecasts were not available. We

intend to adjust the assumptions to ensure consistency with the county forecasts as we move forward. Some of the assumptions are that gasoline based revenues will be kept whole even if the impacts of alternative fuels increase in the future. Any revenue source based on an excise tax or sales tax on gasoline is assumed to stay whole even if gasoline consumption per vehicle goes down (e.g. hybrid vehicles, increased transit use). We also assume that the Highway Trust Fund would grow as it has historically. The point was reiterated that the model is flexible and is open to changes in the assumptions. We began with historical data because we felt it to be the most defensible starting point.

Ms. Walecka, Transportation Corridor Agencies asked if a distinction is being made between public dollars and private dollars, more specifically with the toll revenues. Mr. Williges commented that toll revenues, developer, and mitigation fees are all difficult areas to forecast precisely because there are no published sources for either of these areas.

Chair Schuiling asked if guidance was provided by the federal transportation agencies or by other MPO's as to what kind of assumptions are deemed acceptable by the FHWA/FTA. Mr. Hatata stated that a review can be made of a few other RTP's that have been developed recently such as SANDAG's, to assess what they did and how the federal agencies reacted to them since these documents are relatively recent. Another option is to talk with the FHWA and ask for official guidance on what should be done in terms of assumptions for federal funding.

Ms. Shiomoto-Lohr, Orange County COG asked if the TAC would be involved in reviewing and commenting of the revenue model. Ms. Nam, SCAG stated that the model will be provided in both the technical appendix as well as the main RTP document for Transportation Finance which the TAC will be able to review. Specific details/assumptions included in the model are at a preliminary stage currently and TAC will be kept abreast of the developments as we proceed.

#### 4.3 RTP Gap Analysis for 2004 RTP Status Report

Mr. Amatya, SCAG provided members with a brief update on the status of the Gap Analysis. He reported the following:

- Comments from the Fed's and Caltrans have been received.
- Caltrans commented that they concur with SCAG's findings and that the gap analysis addressed what the SAFETEA-LU requires.
- Feds commented on SCAG's public outreach efforts and environmental mitigation requirements.

The gap analysis describes what was done in the 2004 RTP and what is to be accomplished in the full update. Staff's position is that all of the comments that the USDOT submitted have been sufficiently addressed. The final gap analysis has been packaged and includes a resolution by Regional Council to adopt the document as an administrative amendment to the 2004 RTP. A response and comments matrix is also included as an attachment. If you are interested in reviewing those documents, they will be available for viewing at SCAG's website on the 2004 RTP page.

#### 4.4 Standing Items

4.4.1 Growth Forecast / RHNA

Item was postponed until next month's meeting.

Ms. Shiimoto-Lohr, Orange County COG requested to include in next month's agenda a copy of the presentation and staff report.

4.4.2 Highways and Arterials

Mr. Amatya, SCAG provided the committee with a quick recap on the process for the CMIA programming. Currently, the CMIA application was submitted to the CTC and contains an excess of thirty projects for the entire region. SCAG is requesting additional funds than what the CTC has identified in their preliminary recommendations. In addition, some of the eventual CMIA projects are not currently in the 2004 RTP or include scope or scheduling changes requiring that the RTP be amended. Staff has already begun preliminary work on the amendment process.

Mr. Amatya also pointed out that there will be a CTC meeting on February 28<sup>th</sup> in which a determination will be made as to what projects will be funded. Subsequent to CTC's announcement, staff expects to have a clearer idea of what projects will be funded and what projects will need to be amended in order to move forward. This item will be discussed at next month's TAC meeting.

5.0 Staff Report

5.1 SCAG Committees and Task Forces Summary

Mr. Amatya, SCAG invited committee members to participate in the upcoming workshop focusing on transportation finance on March 1, 2007. It will be held at SCAG's downtown Los Angeles office.

Chair Schuling briefed committee members on the South Coast Air Quality Management District meeting in which AQMD staff released a draft of the emission budget for the 2024 eight-hour ozone standard against which conformity will be determined for the RTP. The important point is that the nitrogen oxide level was 119 tons, which is minuscule and will be remarkably challenging to get near this level considering the projected freight movement activity. This standard will make the air quality conformity process challenging for the next RTP.

6.0 Adjournment

Chair Ty Schuling, adjourned the meeting at 12:07pm. The next meeting of the Plans & Programs Technical Advisory Committee will be held at SCAG's Los Angeles office on March 15, 2007.

# MEMO

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**Date:** March 15, 2007  
**To:** Plans and Programs Technical Advisory Committee (TAC)  
**From:** Yu-Ying Chu, System Metrics Group, Inc.  
213-382-0626, Yuying\_Chu@sysmetgroup.com  
**Subject:** SCAG Regional Activities Relevant to RTP Development

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The following tables present a summary of the SCAG Regional Council as well as SCAG committees, sub-committees, advisory committees, and task forces relevant to the development of the RTP.

The table has three columns. The first column identifies the task force or committee. If available, a related website is provided. This column also gives the SCAG contact person for that committee.

The second column is a brief overview of the task force activities from the last meeting for which minutes are available. Note that this is only a brief paraphrasing of the minutes provided by System Metrics Group, Inc. It does not represent the entirety of the minutes from that meeting. Many routine items are not mentioned in this overview (e.g., Approval of prior meeting minutes, list of attendees). If an item is of interest to any member of this TAC, SCAG staff will be pleased to provide a copy of the minutes.

The third column lists the proposed agenda items for the next task force meeting. It also includes the proposed date, time, and location of the next meeting.

## SCAG 2007 PLANS & PROGRAMS TAC Task Force Activity Updates

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p><b>Transportation and Communications Committee (TCC)</b></p> <p>Website &amp; Meeting Minutes/Agendas:  <a href="http://www.scag.ca.gov/committees/tcc.htm">http://www.scag.ca.gov/committees/tcc.htm</a></p> <p>SCAG Contacts: Naresh Amatya  Cathy Alvarado  Contact Emails: <a href="mailto:amatya@scag.ca.gov">amatya@scag.ca.gov</a>  <a href="mailto:alvarado@scag.ca.gov">alvarado@scag.ca.gov</a>  Contact Phone: (213) 236-1885  (213) 236-1896</p>	<p><b>February 1, 2007</b></p> <p><u>ACTION ITEMS</u>  <b>2007 Regional Champion Nomination</b>  No Action was taken on this item. Item will not be brought back to the Committee.</p> <p><u>INFORMATION ITEMS</u>  <b>Maglev Program Update</b>  Richard Marcus, SCAG, with David Chow, IBI Group, gave an update on the Maglev Program including the High Speed Ground Transportation Alternatives Analysis, the West Los Angeles Multi-Modal Transfer Facility, SCAG's Initial Operating Segment (IOS), the Maglev System Design, and the High Speed Ground Transportation Business Model.</p> <p>The Alternatives Analysis consists of four partners: the City of Los Angeles, Ontario, SCAG, and SANBAG. The four entities together, drafted the scope and looked at the IOS and compared the model choices between steel wheels on the Southern UPRR alignment, and Maglev on the I-10.</p> <p>The West Los Angeles Multi-Modal Transfer Facility, West LA is one of the stations on the IOS that is being considered as a station. The I-405 at Wilshire and the I-405 at Pico among the other options being considered. The study is expected to be completed by the end of this year on the ideal location.</p> <p>David Chow stated that the IBI Group has finished the IOS and preliminary engineering work on the east/west alignment that connects West Los Angeles through Union Station and San Gabriel Valley onto Ontario. The alignments considered are: 1) I-10 (54 miles), 2) SR-60 (57 miles), and 3) UPRR (57 miles). The facilities associated with the system include four stations, Ontario Airport, the San Gabriel Valley, Union Station, and West Los Angeles.</p> <p><b>Regional Transportation Plan (RTP) Update</b>  Rich Macias, SCAG, stated that staff will prepare a</p>	<p>March 1, 2007, 10:00am – 10:45am  SCAG Offices, San Bernardino</p> <p><u>ACTION ITEMS</u>  <b>Formation, Membership and Functions of Southwest Alliance</b>  The purpose of this report is to seek approval for the formation, membership, and function of a Southwest Alliance.  <i>Recommended Action:</i> Approve the name, structure, action plan for the Southwest Alliance pursuant to Southwest Compact Task Force recommendation.</p> <p><b>Administrative Amendment (Gap Analysis) to the 2004 RTP</b>  Staff will present the proposed Administrative Amendment (Gap Analysis) to the 2004 RTP to bring it into compliance with the SAFETEA-LU.  <i>Recommended Action:</i> Recommend RC to adopt Resolution No. 07-485-2 approving the proposed Administrative Amendment (Gap Analysis) to the 2004 RTP.</p> <p><b>Draft Administrative Amendment to the 2006 Regional Transportation Improvement Program per SAFETEA-LU</b>  A summary will be presented of the Draft Administrative Amendment to the 2006 RTIP which demonstrates how gaps are addressed per SAFETEA-LU required provisions.  <i>Recommended Action:</i> Approve release of the draft document for a 30-day public review.</p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p>workshop on the regions transportation issues as they relate to SCAG's efforts to prepare the next RTP. SCAG will be holding a series of workshops commencing in March of this year.</p> <p>Tarek Hatata, System Metrics Group, gave the Committee a preview of what SCAG will be going through with regards to the RTP update. As a result of SAFETEA-LU, the RTP can now be updated every 4 instead of 3 years. Although 120 billion dollars were available from the 2004 RTP, that was not enough to address the challenges facing the region nor was it enough to address the air quality. As a result, there were innovative and aggressive strategies developed and adopted such as Growth Visioning, System Management, and public private initiatives such as truck lanes and Maglev.</p> <p>Workshops have been scheduled and are posted on SCAG's website.</p> <p><b>January 11<sup>th</sup> Meeting of the Southern California Regional Airport Authority (SCRAA)</b>  Mark Pisano, SCAG, reported on the actions taken at the last meeting of the SCRAA. Bill Rosenthal was elected as Chairman of SCRAA, Gary Ovitt was elected Vice-Chair. The second item was consideration of some staff recommendations and the committee elected to take no position on any of the recommendations until there was a set of public workshops throughout the region. There will be a workshop on February 8<sup>th</sup> after SCAG's Technical Advisory Committee meeting.</p> <p>At the meeting, Councilmember Rae Gablich, Long Beach, testified on behalf of the City of Long Beach and the Regional Council that the SCRAA alter its mission statement, become more inclusive in its membership, work out a coordinated game plan and strategy as to how it would be successful. Dr. Steve Erie, SCAG consultant, provided a set of recommendations that would measure SCRAA's success.</p>	

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

<b>Committee/Task Force</b>	<b>Overview of Minutes of Last Meeting</b>	<b>Agenda for Subsequent Meeting</b>
<p><b>Aviation Technical Advisory Committee (ATAC)</b></p> <p>Website:  <a href="http://www.scag.ca.gov/aviation">http://www.scag.ca.gov/aviation</a></p> <p>SCAG Contact: Mike Armstrong  Contact Email: <a href="mailto:armstron@scag.ca.gov">armstron@scag.ca.gov</a>  Contact Phone: (213) 236-1914</p>	<p><b>October 12, 2006</b></p> <p>MEETING MINUTES NOT AVAILABLE</p>	<p>NEXT MEETING AND AGENDA NOT AVAILABLE</p>
<p><b>Regional Modeling Task Force</b></p> <p>Website: <a href="http://www.scag.ca.gov/modeling/mtf/">http://www.scag.ca.gov/modeling/mtf/</a></p> <p>SCAG Contact: Mike Ainsworth  Contact Email: <a href="mailto:ainswort@scag.ca.gov">ainswort@scag.ca.gov</a>  Contact Phone: (213) 236-1947</p>	<p><b>January 24, 2007</b></p> <p>MEETING MINUTES NOT AVAILABLE</p>	<p>March 28, 2007, 9:30am – 11:30am  SCAG Offices, San Bernardino</p> <p>MEETING AGENDA NOT AVAILABLE</p>
<p><b>Transportation Finance Task Force</b></p> <p>Website:  <a href="http://www.scag.ca.gov/transportation%2Dfinance/tfft.htm">http://www.scag.ca.gov/transportation%2Dfinance/tfft.htm</a></p> <p>SCAG Contacts:  Annie Nam  Joseph Alcock  Contact Emails:  <a href="mailto:nam@scag.ca.gov">nam@scag.ca.gov</a>  <a href="mailto:alcock@scag.ca.gov">alcock@scag.ca.gov</a></p>	<p><b>June 14, 2006</b></p> <p>MEETING MINUTES NOT AVAILABLE</p>	<p>NEXT MEETING CANCELLED UNTIL FURTHER NOTICE</p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p>Contact Phones: (213) 236-1827 (213) 236-1848</p>		
<p><b>MagLev Task Force</b></p> <p>Websites: <a href="http://www.scag.ca.gov/maglev.htm">www.scag.ca.gov/maglev.htm</a> <a href="http://www.calmaglev.org">www.calmaglev.org</a></p> <p>SCAG Contact: Richard Marcus Contact Email: <a href="mailto:marcus@scag.ca.gov">marcus@scag.ca.gov</a> Contact Phone: (213) 236-1819</p>	<p><b>February 8, 2007</b></p> <p>MEETING MINUTES NOT AVAILABLE</p>	<p>March 8, 2007 Meeting Cancelled</p>
<p><b>Aviation Task Force</b></p> <p>Website: <a href="http://www.scag.ca.gov/aviation">www.scag.ca.gov/aviation</a></p> <p>SCAG Contact: Mike Armstrong Contact Email: <a href="mailto:armstron@scag.ca.gov">armstron@scag.ca.gov</a> Contact Phone: (213) 236-1914 Or Alan Thompson Contact Email: <a href="mailto:Thompson@scag.ca.gov">Thompson@scag.ca.gov</a> Contact Phone: (213) 236-1940</p>	<p><b>February 8, 2007</b></p> <p>MEETING MINUTES NOT AVAILABLE</p>	<p>NEXT MEETING AND AGENDA NOT AVAILABLE</p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p><b>Goods Movement Advisory Committee (GMAC)</b></p> <p>Website: <a href="http://www.scag.ca.gov/goodsmove/">www.scag.ca.gov/goodsmove/</a></p> <p>SCAG Contact: Danny Wu Contact Email: <a href="mailto:wu@scag.ca.gov">wu@scag.ca.gov</a> Contact Phone: (213) 236-1930</p>	<p><b>January 17, 2007</b></p> <p>MEETING MINUTES NOT AVAILABLE</p>	<p>March 21, 2007 - 9:30am-11:30am SCAG Offices, Downtown Los Angeles</p> <p>MEETING AGENDA NOT AVAILABLE</p>
<p><b>Regional Transit Task Force (RTTF)</b></p> <p>SCAG Contact: Andre Darmanin Contact Email: <a href="mailto:darmanin@scag.ca.gov">darmanin@scag.ca.gov</a> Contact Phone: (213) 236-1851 Or Jessica Meaney Contact Email: <a href="mailto:meaney@scag.ca.gov">meaney@scag.ca.gov</a> Contact Phone: (213) 236-1873</p>	<p><b>January 24, 2007</b></p> <p>MEETING MINUTES NOT AVAILABLE</p>	<p>NEXT MEETING AND AGENDA NOT AVAILABLE</p>
<p><b>Transportation Conformity Working Group Interagency Consultation (TCWG)</b></p> <p>Website: <a href="http://www.scag.ca.gov/tcwg/">http://www.scag.ca.gov/tcwg/</a></p> <p>SCAG Contact: Jonathan Nadler Contact Email: <a href="mailto:nadler@scag.ca.gov">nadler@scag.ca.gov</a> Contact Phone: (213) 236-1884</p>	<p><b>January 30, 2007</b></p> <p><u>INFORMATION ITEMS</u> <b>RTIP Update</b> Rosemary Ayala, SCAG, stated that there were several things happening in the RTIP section. There is a formal amendment out for a 30-day public review which ends today. Staff will transit the amendment at the end of the week to the State and FHWA for their review and approval. Staff is also working on the SAFETEA-LU gap analysis for the RTIP and will bring it to the TCWG in February. The goal is to have the analysis to the Federal agencies in May. The region is also working on an amendment for the</p>	<p>March 27, 2007 10:00am -12:00pm SCAG Offices, Downtown Los Angeles</p> <p>MEETING AGENDA NOT AVAILABLE</p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p>Corridor Mobility Improvement Account (CMIA) projects. The next amendment will have to include the CMIA projects or the Bond 1B projects and the 2006 STIP augmentation projects. The FHWA has requested that they receive this amendment on June 1<sup>st</sup>. SCAG and the CTCs met and agreed on a draft amendment schedule.</p> <p>The amendment that may be problematic is the 2006 STIP Amendment that has not been approved by the CTSs until June 7<sup>th</sup>. The federal agencies requested the amendment be submitted by June 1<sup>st</sup>, in order to have sufficient review time and have it approved by July 1<sup>st</sup> so the regions are not stuck in a lock-down because of SAFETEA-LU compliance. March 2<sup>nd</sup> is the due date from the commissions to SCAG. Target date for start of the 30-day public review is April 5<sup>th</sup>. Review would end May 24<sup>th</sup>, which would get the amendment back to FHWA staff by June 1<sup>st</sup>. Caltrans has requested that when the public review commences a copy of the amendment also be sent to their agency was they can start reviewing and commenting prior to June 1<sup>st</sup>.</p> <p>Amendment 3 is still under review. CMIA projects, potential STIP augmentations projects, and the Scope will have to be amended into the RTP as well. A process is underway to accomplish this. The regional emissions analysis for both the STIP and RTP will be a combined effort. Staff is still working on how the analysis is going to be circulated.</p> <p><b>RTP Update</b> Shawn Kuk, SCAG, reminded the TCWG that the RTP Gap Analysis for the 2004 RTP is looking at the SAFETEA-LU compliance date of July 1, 2007. The Gap Analysis work is almost complete. The draft was submitted to the FHWA in November for review. Staff has received comments from both the FHWA and Caltrans. The draft was also released for public comments on December 12<sup>th</sup>. The draft was presented to the TCC on December 14<sup>th</sup>. Staff is in the process of finalizing the Gap Analysis and addressing the comments. Staff intends to present the final document to the TCC and RC for adoption on March 1<sup>st</sup>. Thereafter, the analysis will go to the FHWA for certification.</p>	

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p><b>TCM Update</b> Jonathan Nadler, SCAG, stated that the TCWG has had numerous discussions on the Caltrans TCM substitution regarding moving from a fulltime HOV to a part-time HOV on an 8-mile segment of SR-60. The segment would begin just east of SR-60 at I-215 junction and continue to Redlands Boulevard. It is the last link of an HOV; thereafter it is not an HOV. The conversion will last for a period of three years, after such time, it will revert back to a fulltime HOV. The emissions analysis reported a shortfall of pollutants by tens of tons. Therefore, some replacement projects need to be considered. RCTC has submitted five projects, which include:</p> <ul style="list-style-type: none"> <li>• Commuter rail station parking structure in Corona</li> <li>• A park and ride facility in Perris</li> <li>• Freeway Service Patrol expansions</li> <li>• Elimination of stop signs</li> <li>• Coordination of traffic signals</li> </ul> <p>The public comment period is still open, ending February 9, 2007.</p> <p><b>AQMP Update</b> Eyvonne Sells, AQMD, reported that the draft 2007 South Coast AQMP is scheduled to be released by February 16, 2007. The public workshops are being scheduled for March and the public hearings are scheduled for April. Frank Wen, SCAG, provided an overview and update of the socioeconomic data used for the 2007 AQMP. The data are those used for the 2004 RTP as updated by new information which has become available since 2004.</p> <p><b>Review of PM Hot Spot Interagency Review Forms</b> The TCWG considered four interagency review forms to determine whether the projects were of air quality concern and required a qualitative PM Hot Spot analysis. The reviewed concluding that the following projects were not a POAQC and hot spot analysis is not required: RIV050201, LA996425, OR2587. Project LA0B103 is pending further discussion with EPA.</p>	

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p><b>Regional Council (RC)</b></p> <p>Website: <a href="http://scag.ca.gov/committees/rc.htm">http://scag.ca.gov/committees/rc.htm</a></p> <p>SCAG Contact: Shelia Stewart  Contact Email: <a href="mailto:stewart@scag.ca.gov">stewart@scag.ca.gov</a>  Contact Phone: (213) 236-1868</p>	<p><b>February 1, 2007</b></p> <p><u>ACTION ITEMS</u>  <b>Community, Economic &amp; Human Development Committee (CEHD) Report</b>  <b>Resolution Approving the RHNA Final Methodology and Draft Housing Allocation Plan</b>  Councilmember Bowlen, Chair, stated that after a lengthy discussion, the CEHD recommend adopting the RHNA Final Methodology and Draft Housing Needs Allocation, and directed the start of the Appeals Process.  <i>Recommended Action:</i> Approve</p> <p><b>Transportation &amp; Communications Committee (TCC) Report</b>  No Report</p> <p><b>Energy &amp; Environment Committee (EEC) Report</b>  Councilmember Washburn, Chair, announced that the EEC selected Mike Mohajer as recipient of the 2007 Regional Champion Award. Mr. Mahajer is a former employee of the County of Los Angeles who currently works on waste management as well as other environmental issues.</p> <p>Councilmember Washburn also announced that the Water Policy Task Force will be changing their meeting date to the fourth Thursday of the month. Next meeting is scheduled for February 22<sup>nd</sup> at 10 a.m. The February meeting will be held at Metropolitan Water District headquarters.</p>	<p>March 1, 2007 12:15 pm - 1:30pm  SCAG Offices, San Bernardino</p> <p><u>ACTION ITEMS</u>  <b>Energy &amp; Environment Committee (EEC) Report Addendum to the 2004 RTP PEIR for the Administrative Amendment (Gap Analysis)</b>  <i>Recommended Action:</i> Approve Addendum to the 2004 RTP PEIR for the Administrative Amendment.</p> <p><b>Caltrans Riverside HOV TCM Replacement</b>  <i>Recommended Action:</i> Approve TCM Replacement.</p> <p><b>Transportation &amp; Communications Committee (TCC) Report</b>  <b>Administrative Amendment (Gap Analysis) to the 2004 RTP</b>  <i>Recommended Action:</i> Approve the Administrative Amendment to the 2004 RTP and adopt Resolution No. 07-485-2, related to said Administrative Amendment and the corresponding Addendum to the 2004 RTP Program EIR.</p> <p><b>Public Participation Plan</b>  <i>Recommended Action:</i> Approve</p> <p><b>Administrative Committee Report</b>  <b>FY 07/08 Comprehensive Budget</b>  <i>Recommended Action:</i> Approve Draft 2007-2008 Comprehensive Budget.</p> <p><b>RHNA Budget Report Update</b>  <i>Recommended Action:</i> Approve additional funding for the RHNA Project.</p> <p><b>Personnel Committee Report</b>  <b>Results of Classification Study</b>  <i>Recommended Action:</i> Approve classification levels</p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
		<p>and salary ranges for Finance and Modeling.</p> <p><b>Community, Economic &amp; Human Development Committee Report</b></p> <p><b>Communications &amp; Membership Subcommittee Report</b></p> <p><b>2007 General Assembly</b> A status report will be presented on the 2007 General Assembly to be held at the Biltmore Hotel downtown Los Angeles.</p> <p><u>INFORMATION ITEMS</u> <b>Update on 2007 AQMP for South Coast Air Basin</b></p>
<p><b>Energy and Environment Committee (EEC)</b></p> <p>Website: <a href="http://scag.ca.gov/committees/eec.htm">http://scag.ca.gov/committees/eec.htm</a></p> <p>SCAG Contact: Sylvia Patsaouras Contact Email: <a href="mailto:patsaour@scag.ca.gov">patsaour@scag.ca.gov</a> Contact Phone: (213) 236-1806</p>	<p><b>February 1, 2007</b></p> <p><u>ACTION ITEMS</u> <b>Caltrans Riverside HOV Transportation Control Measure (TCM) Replacement</b> Jonathan Nadler, SCAG, provided the Committee with a report. <i>Recommended Action:</i> Approved</p> <p><b>2007 Regional Champion Nominations</b> Hon. Margaret Clark nominated Mike Mohajer. <i>Recommended Action:</i> Approved</p> <p><u>INFORMATION ITEMS</u> <b>2007 South Coast Air Quality Management Plan</b> Jonathan Nadler, SCAG, provided a status report. Mark Pisano, SCAG, provided additional information.</p> <p><b>Bond Implementation</b> Mark Pisano, SCAG Executive Director, provided information on the bond implementation process. Dan Griset, SCAG, provided information regarding the Water Bond.</p> <p>Hon. Paul Marchand, Hon. Dennis Washburn, Hon. Margaret Clark, Hon. Dennis Zine, Hon. Toni Young, Hon.</p>	<p>March 1, 2007, 10:00 am – 10:45am SCAG Offices, Riverside A</p> <p><u>ACTION ITEMS</u> <b>Addendum to the 2004 Regional Transportation Plan Program Environmental Impact Report for the Administrative Amendment (Gap Analysis)</b> Staff will report on the proposed Addendum to the 2004 RTP PEIR for the proposed Administrative Amendment (Gap Analysis). <i>Recommended Action:</i> Recommend that the RC approve the Addendum to the 2004 RTP PEIR for the Administrative Amendment (Gap Analysis).</p> <p><u>INFORMATION ITEMS</u> <b>Green Energy Summit</b> A summary will be presented on the upcoming Green Energy Summit.</p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p><b>Community, Economic and Human Development (CEHD)</b></p> <p>Website:  <a href="http://scag.ca.gov/committees/cehd.htm">http://scag.ca.gov/committees/cehd.htm</a></p> <p>SCAG Contact: Laverne Jones  Contact Email: jones@scag.ca.gov  Contact Phone: (213) 236-1857</p>	<p>Debbie Cook, Hon. Lori Van Arsdale, and Hon. Tonya Reyes-Uranga volunteered to work with Mr. Pisano on the bond implementations.</p>	
	<p><b>February 1, 2007</b></p> <p><u>ACTION ITEMS</u>  <b>Request for Reconsideration of RHNA Allocation Methodology Recommendations</b>  Ms. Africa presented the procedure for the Request for Reconsideration of the RHNA Allocation Methodology, specifically with respect to the application of the 3.5% vacancy rate. She explained that a motion for reconsideration can only be made by a member who voted in favor of the original motion, which was made on November 2, 2006. Ms. Africa informed the committee that the vote was 18 to 6, and she had in her possession a list indicating those 18 members who voted in favor of the original motion, and would be eligible to make the motion for reconsideration. Ms. Africa also pointed out that the application of the vacancy rate is part of the allocation methodology, and the allocation methodology has been finalized under existing law, including having conducted a public hearing. Consequently, if there are changes to the application of the vacancy rate, it could impact the methodology. The item is to reconsider the original November 2, 2006 action.  <i>Recommended Action:</i> Roll-call vote was counted. Motion was denied.</p> <p><b>RHNA Final Allocation Methodology and Housing Need Allocation Plan</b>  Hassan Ikhtrata, Director of Planning &amp; Policy for SCAG, requested the Committee's approval to release the draft methodology and the draft allocation. The Chair called for public comment.  <i>Recommended Action:</i> Motion passed.</p>	<p>March 1, 2007, 10:00 am – 10:45am  SCAG Offices, San Bernardino</p> <p><u>ACTION ITEMS</u>  <b>Economy Chapter of the Regional Comprehensive Plan – Initial Performance Outcomes and Strategy</b>  Staff will describe preliminary performance outcomes of the chapter, as proposed by the Regional Comprehensive Task Force.  <i>Recommended Action:</i> Release for review and input, and direct staff to perform technical refinements.</p> <p><b>7<sup>th</sup> Annual Regional Housing Summit</b>  The date for the next Summit is set for March 24, 2007. It will be held at the Wilshire Grand Hotel in conjunction with the Compass Blueprint Awards luncheon.  <i>Recommended Action:</i> Establish a CEHD planning committee for the Housing Summit.</p> <p><u>INFORMATION ITEM</u>  <b>Land Use and Housing Chapter of the Regional Comprehensive Plan – Initial Performance Outcomes and Strategy</b>  Staff will review the Land Use and Housing Chapter Preliminary Performance Outcomes and Strategy as approved by the Committee at its December meeting.</p> <p><b>Review of Regional Council Absentee Policy for Attendance at Committee Meetings</b>  Staff will prepare a summary of committee members attendance for the last year, and present a copy of the Regional Council's Policy on attendance for policy committees.</p>